



An Equity Formula Alternative

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Policy Based Project Prioritization

- North Carolina's transportation spending should be guided by an:

Objective system to prioritize our most important transportation investments using objective, transparent criteria based on articulated state policies like advancing mobility, economic development and environmental stewardship.

Other State Laws on Project Prioritization

- **South Carolina**
- S.C. Code Ann. Section 57-1-370(B)(8)(a-i)
- **Delaware** -29 Del. C. Section 8419(2)(a-b)
- **Indiana** -Burns Ind. Code Ann. Section 8-15-2-1.3
- **Washington** – Rev. Code Wash. (ARCW) Section 47.05.010

SC DOT Reform Law

- (8) [W]hen selecting projects . . . the commission shall establish a priority list of projects to the extent permitted by federal laws or regulations, taking into consideration at least the following criteria:
 - (a) financial viability including a lifecycle analysis of estimated maintenance and repair costs over the expected life of the project;
 - (b) public safety;
 - (c) potential for economic development;
 - (d) traffic volume and congestion;
 - (e) truck traffic;
 - (f) the pavement quality index;
 - (g) environmental impact;
 - (h) alternative transportation solutions; and
 - (i) consistency with local land use plans.

SC Code of Laws, Title 57 Chapter 1. Article 1. 57-2-370(B)(8)

Delaware

- All department transportation projects are prioritized by an established formula-based process including:
 - Safety, service and condition factors
 - Social, economic and environmental factors
 - Long range transportation plans and comprehensive land use plans
 - Bridge management and safety management projects

Delaware - 29 Del. C. Section 8419(2)(a-b)

Indiana

- A written procedure is established to allocate money to projects. Prioritization and selection process must include some of the following:
 - “Consistency of the project with local transportation plans”
 - “The amount of vehicular traffic served”
 - “Potential local economic impact”

Indiana - Burns Ind. Code Ann. Section 8-15-2-1.3

Washington

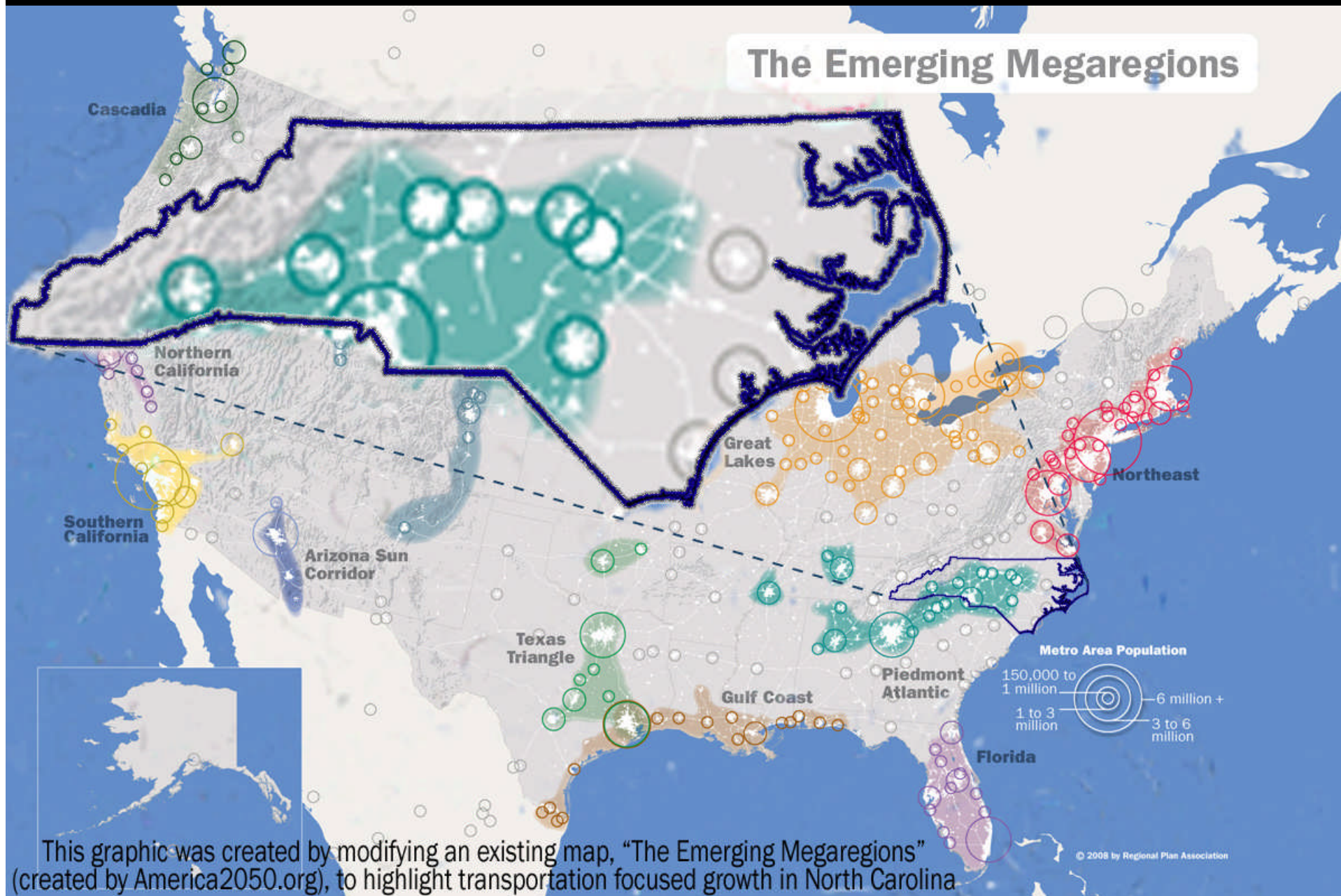
- “state transportation funds...[are to] address deficiencies on the state highway system . . . based on a policy of priority programming . . . according to factual need and an evaluation of life cycle costs and benefits”
- “[state transportation funds] must ensure the preservation of the existing state highway system, relieve congestion, provide mobility for people and goods, support the states economy, and promote environmental protection and energy conservation”
- “[the department] must implement . . . statewide transportation plan, consistent with local and regional transportation plans”

Washington - Rev. Code Wash. (ARCW) Section 47.05.010

North Carolina and Project Prioritization

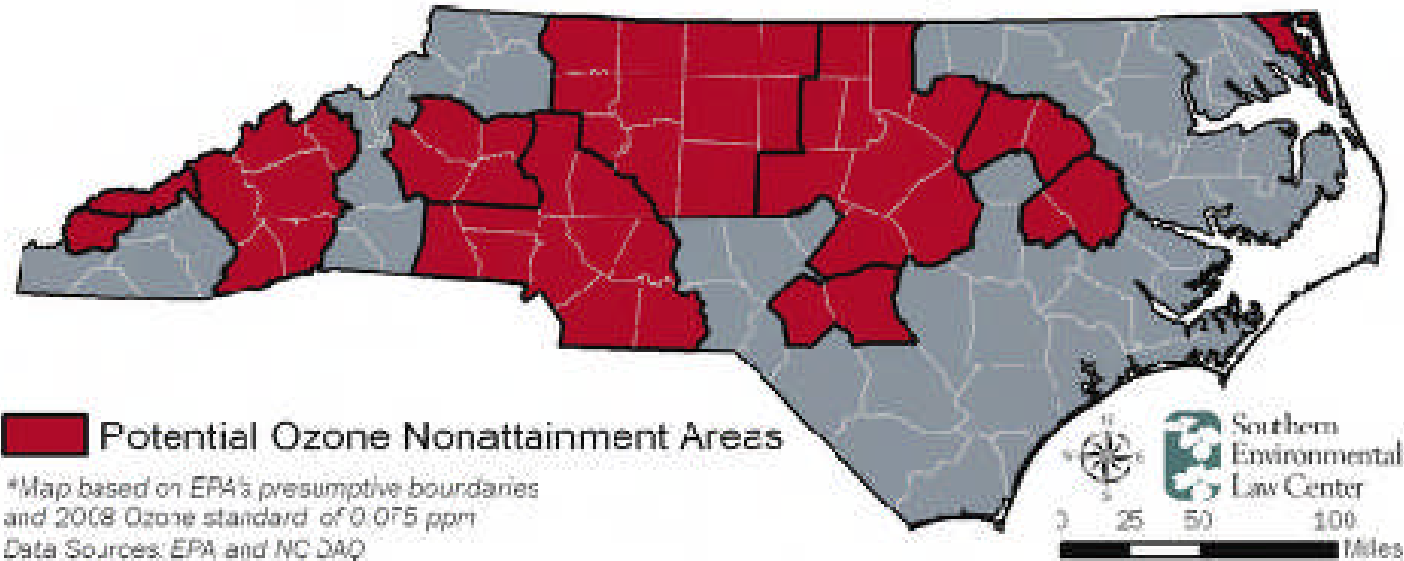
- Flows from existing state policy
 - ex. NC Interagency Leadership Team mission
- Benefits Rural Areas
- Benefits Metropolitan Areas

The Emerging Megaregions



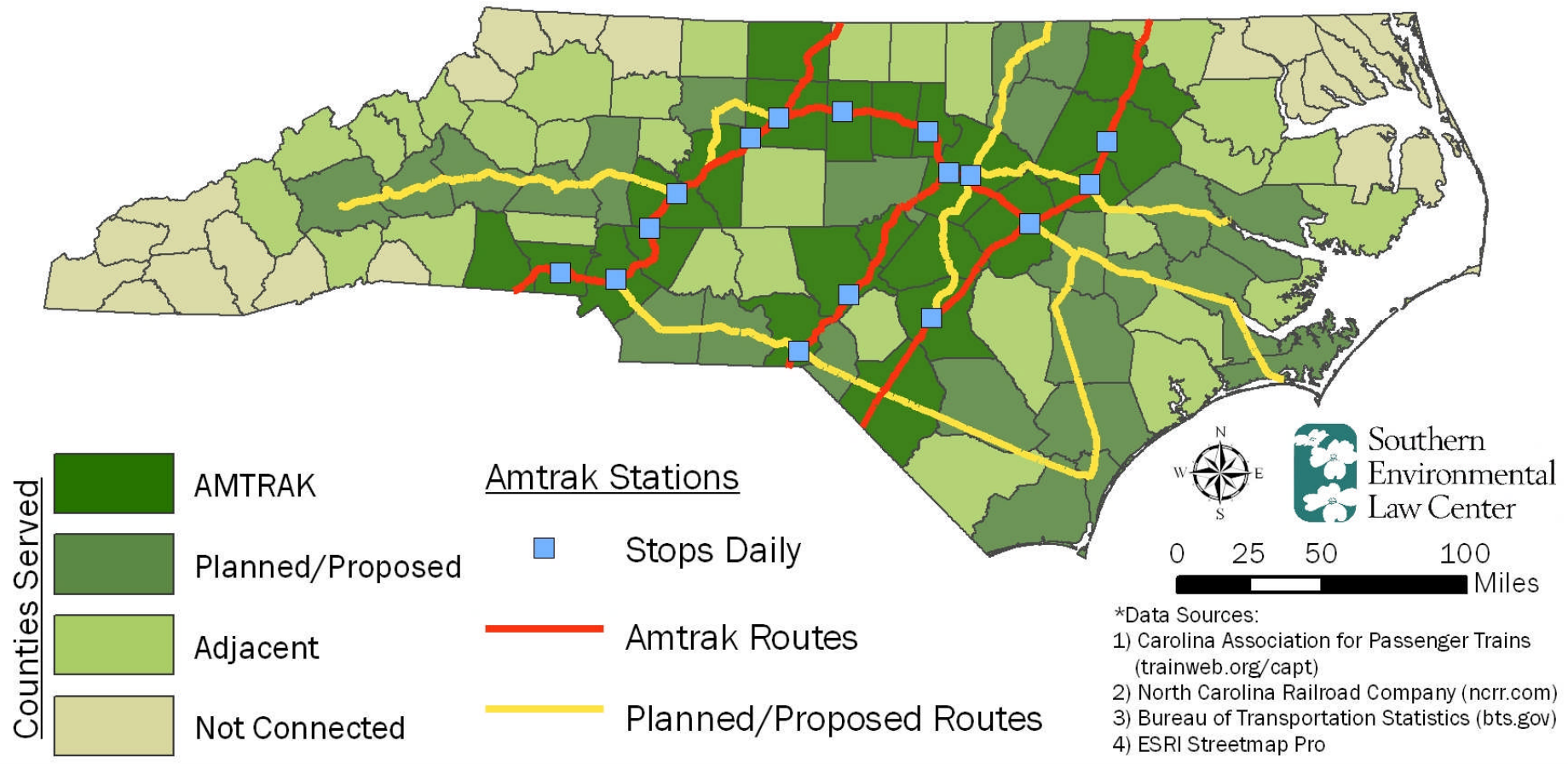
This graphic was created by modifying an existing map, "The Emerging Megaregions" (created by America2050.org), to highlight transportation focused growth in North Carolina

Counties in Violation of EPA's Smog Standard





North Carolina Passenger Rail Service Potential



Goals for Project Prioritization Process

- Decrease in per capita vehicle miles traveled
- Reduction in carbon emissions and criteria air pollutants
- A balanced multimodal transportation system with various mobility options
- Access to economic opportunity, goods and services for all residents including those who do not drive
- Integration of transportation infrastructure with meeting other social needs including housing, education, and economic development.

Suggestions for Key Criteria for Project Selection

- Total life-cycle costs, including maintenance and repair over the life of the project
- Demonstrated economic development potential, or adverse economic impacts, based on a project-specific analysis
- Long-term congestion relief as opposed to moving bottlenecks, promoting sprawl and inducing additional demand
- The potential for adverse environmental impacts to air, water or other natural resources
- Consistency with local land use plans
- The potential to enhance overall connectivity of the transportation network
- The existence of less costly alternatives (turn lane or signalization versus new lane-miles)
- Incorporation of context sensitive design solutions



➡➡➡ **HOW DO WE GET THERE?** A Roadmap
for North Carolina's Transportation Future ⬅⬅⬅

